



February 4, 2020

Chair Representative Karin Power
House Energy and Environment Committee
Oregon State Capitol
Salem, OR 97301

Re: Support for HB 4066

Chair Power and Members of the Committee,

Our organizations write in support of HB 4066. Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization.

Oregon has made significant strides combatting climate change, but our transportation emissions continue to rise. SB 1044 (2019) created ambitious legislative targets for accelerating electric vehicles registered and on the roads in Oregon. The transportation sector continues to need significant investment in EV infrastructure to i) achieve the ambitious vehicle targets set out in SB 1044, ii) to stop the year-over-year increase in transportation sector greenhouse gas emissions over the past several years, and iii) to achieve the aggressive greenhouse gas reductions and transition off fossil-based fuels we so urgently need.

HB 4066 gives the PUC needed tools to accelerate investments in electric vehicle infrastructure by our electric utilities. In 2016, the legislature passed SB 1547, known as Coal to Clean. In addition to requiring that our electric utilities achieve a 50% RPS and coal phase out within the next 2 decades, it also required electric utilities to develop transportation electrification plans and to begin investing in electric vehicle infrastructure. In a subsequent PUC docket under SB 1547, Portland General and PacifiCorp created pilot programs for investment in charging infrastructure. We are now seeing those pilots installed around the state. This includes some pods of fast-chargers to fill gaps in EV infrastructure. Those pilot programs have proven effective and the utilities are now ready to invest at scale.

HB 4066 provides more guidance to the PUC to support utility investment in EV infrastructure *at scale*, both in the distribution system and behind the customer meter. Specifically, **the bill authorizes the PUC -for the first time - to consider GHG reductions expected from these EV infrastructure investments as a benefit to ratepayers.** It also recognizes that the load growth that comes with increasing EVs on the electric grid will benefit all utility ratepayers. This happens by having a broader base to pay the fixed system costs like poles, wires & substations. This means that EV expansion provides a real benefit to all utility customers, not just the customers that drive EVs.

Electric vehicles and medium- and heavy-duty electrification not only play a critical role in supporting Oregon's statewide decarbonization goals. They also improve air quality, particularly for low income and historically disadvantaged communities who disproportionately live along major transportation corridors in our state.

With the escalating climate crisis, Oregon cannot wait any longer to make substantial investments in cleaner ways of getting around. Investments in EV infrastructure take time, oftentimes in partnership with businesses, local governments, equipment providers and residential customers. These investments are essential to create a connected network of EV infrastructure, enabling Oregonians to get around in EVs that are more economic and less polluting.

We ask you to support HB 4066 and vote it out of committee with a do pass recommendation. Thank you for your consideration of these comments.

Sincerely,



Meredith Connolly
Oregon Director
Climate Solutions



Sara Wright
Program Director, Transportation
Oregon Environmental Council